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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 9. CLEVELAND, O., MARCH 3, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Mr. C. Beatty, tug owner of Buffalo, was in the city last week.

Mr. Edward Smith of the firm of Brown & Company, Buffalo, is in the city.

Captain Thomas Wilson will handle the Two Harbors ore again this season.

George Parsons, last season in the Glidden, has been appointed engineer of the J. H. Devereux.

The Kelley Island lime company has purchased the steambarge Good Hit from C. B. Mills for $6,000.

Captain John Shaw of Bay City, Mich., and Captain Andrew Graves of Perry, Ohio, are in the city.

J. H. Palmer has sold 1-16th interest in the propeller Queen of the West to Philip Minch for $2812.

Perry Swain has been appointed chief engineer of the steamer Rupublic and Charles Roe assistant.

A contract to carry 400,000 tons of ore from Two Harbors to Lake Erie ports has been made on private terms.

Captain W. M. Eagan of Chicago and others have purchased the new Berriman steamer at Radcliffe's yard for $125,000.

Captain James Scott of Oswego has purchased the schooner George as she lays at Ashtabula, the consideration being $31,000.

The Cleveland City Forge and Iron Company have furnished all the large forgings for the new Mallory line steamer in New York.

Captain John Edwards of the passengers steamer Pearl is in the city as witness in the collision case between the steamer Alaska and schooner Alice Strong.

George N. Wilson has been appointed chief engineer of the N. K. Fairbanks, H. A. Howe having accepted the position of chief on the steamer Spokane of the Wilson line.

The schooner Ironton, which has been in the Cleveland Drydock Co.'s dock since the 18th of February will vacate it to-day and the steamer Raleigh will go in to get a new wheel and her bottom recalked.

James Scott of Oswego has sold to Captains Thomas Wilford, C. E. Cowley, Truman Moore, Thomas Gawn and A. E. Fleck, all of Lorain, the schooner Frank D. Barker. Consideration $8,000.

Captain M. Elner of Milan, O., has purchased the schooner George W. Davis of H. J. Webb & Company for $8,000 cash. The Davis has practically had a rebuild this winter and is in excellent condition.

Freight rates continue to grow stronger and we note an improvement in ore rates from Ashland to Ohio ports to $2.10, from Marquette to $1.75 and from Escanaba to $1.50, no cargoes to be taken after the 1st of November at these rates by the vessels chartered.

Captain James Corrigan has appointed Captain A. W. Reed last season in the Australasia to the command of his new steamship, now being built at James Davidsons Bay City yard; Captain C. E. Cowley to command the Australasia and Captain Paul Surratt to the Raleigh.

Thomas W. Bristow, superintendent of the iron shipyard at Wyandotte, will be superintendent of the iron shipyard of the Cleveland shipbuilding company. Mr. Bristow has a wide reputation and this addition to the practical force of the new company will be of great benefit.

The Cleveland shipbuilding company has begun tearing down the old buildings on the premises and will, in a short time be ready to entertain contracts for shipbuilding. The company has matured plans for a new foundry on the corner of Center and First streets, Mr. Airy being the architect.

The Cleveland shipbuilding company has just shipped one of their bessemer blowers, 38 and 54 by 34 inches, to the Standard iron and nail company, Middleport, Ohio. These blowers have been sent all over the country and have received merited commendation as a very fine machine.

Engineers have been appointed to the Bradley line as follows: Steamer Henry Chisholm, James H. Lord, Sr.; City of Cleveland, Morris Sturtevant; E. B. Hale, Joseph Shoemacher; J. S Fay, Daniel Conway; R. P. Ranney, Wm. Tyler; S. E Sheldon, Wm. Sullivan; Superior, Henry Schoeff. The masters have not yet been decided on.

Thomas Wilson, of Cleveland, has sold the steamer Hiawatha and consort Minnehaha to W. R. Burt and others of East Saginaw for $115,000 cash, and they will run in the ore trade between Two Harbors and Ohio ports, carrying coal up. Though Mr. Burt lives at Saginaw, he has an extensive lumber yard on Ganson street, Buffalo city, and it is probable that the vessels will be managed and hail from that port. The propeller measures 1,160 tons and rates A1*, and the schooner measures 782 tons and rates A1. Both were built at Gibraltar in 1880.

AT the regular meeting of the board of lumber dealers preparations were made for attending the union meeting of dealers at Buffalo next Wednesday. It is understood that arrangements have been made for a special car for that occasion. On account of this gathering the next regular meeting of the board will be held Tuesday, March 8.

BUFFALO.

Special to the Marine Record.

The Union Drydock Co. are forwarding the work on the new steel steamship Oswego with rapidity. They are giving the barge Annie Vought new deck frames, decks, keelsons, center board box and a thorough overhauling The barge G. W. Jenness is getting a new stern, and the passenger steamers Arctic and St. Louis are being put in shape for towing purposes. The schooner Houghton is having her top sides calked, and considerable work is being done on the Union Steamboat Co.'s fleet.

The iron propeller Russia, owned by Hon. James Ash, is receiving floors in her holds, some new stanchions, bulwarks, deck plank, and a general overhauling under the superintendence of Thomas Burton who has been first mate on her for two years.

At Robert Mills & Co.'s drydocks the steambarge Oregon is in dock, receiving repairs to damage done by collision last fall, also new keelsons, sided up with 18 by ¾ inch steel plates on each side, and steel arches. She will be converted into a double decker.

Tuesday morning Peter Sherer, aged about 50 year, one of the employes at Mills' drydocks, fell off the rail of the Oregon into the dock, a distance of about 25 feet. His head and face were badly injured and it was feared some of his ribs were broken. The accident was caused by his foolhardiness in trying to walk along the rail of the vessel which was covered with a light fall of snow, instead of going down the steps on to the deck. The fall was broken by his body coming in contact with one of the shores which probably saved him from instant death. He was carrying a stanchion at the time which, unfortunately, fell on his head in the bottom of the deck. He was taken in an ambulance to the Fitch hospital.

J. A. Redington and A. H. Delamater, of Cleveland, and H. H. Adams, of New York, formerly of Cleveland, were at the Union drydocks on Tuesday, looking over the repairs, etc., which have been made on their steambarge V. H. Ketchum.

A dispatch from Captain Thos. Maytham, from Kelly's Island, states that the propeller Northerner has been pumped out down to below her shaft, and that she is not leaking much. More of her cargo will have to be taken out before she can be got afloat, and men are unloading her.

Felthousen & Russell shipped off a large order of their patent signal lamps to Detroit, on Tuesday.

H. G. Trout, King Iron Works, have contracted to build for the Milwaukee Shipyard Co., a fore and aft compound engine, 22 high pressure, 40 low low pressure by 40 stroke, to be completed by July, to be placed on board a new steamboat the company are about to build.

Captain D. Gillies, late of the propeller Empire State, of the Western Transit Co.'s line, returned from Europe last week, where he had been visiting his mother at Islay, Argyleshire, Scotland, the place of his birth. He also visited Liverpool, the Isle of Man, to visit his wife's relatives, and Queenstown. The captain and his wife left the latter city on the steamship Alaska, and arrived in New York in 7 days, 3 hours and 21 minutes, having enjoyed their ten weeks' trip immensely.

Captain Walter Robinson, late of the steamship Jewett, was here this week from Sheridan, N. Y.

Captain D. Hourigan is here from Oswego, looking after the work being done on the propeller Arctic.

J. L. Crosthwaite, vessel broker, returned from Saginaw and Bay City Sunday. He says business is looking bright and lively at those places.

Samuel M. Sloan, 104 and 106 Main street, hopes soon to have his old marine friends around again, to test the quality of his meats and provisions, which they will find of the best, and plenty of them.

D. S. Austin & Co., shipchandlers, at their old stand, foot of Washington street, are preparing for a good season, and hope to see many of their old customers.

At D. G. Dannecker's vessel and boat supply store, 156 Ohio street, will be found plenty of the good things suitable for supplying the wants of vessel men.

Chelsey & Graham, 11 and 13 Ohio street, will be ready at once to supply provisions to vessels requiring some of the best.

The steamships Wallula, Kasota, and Charlemagne Tower, of Captain Thos. Wilson's fleet are being fitted out by Engineers McCutcheon, Rice, and Averill, under the superintendence of Engineer Kelly.

McDougall & Co. have sold the steambarge Huron City to Cook & Wilson, lumber merchants, Michigan City; consideration, $15,000 cash. She will carry 500,000 feet of lumber and will run between the latter port and Lake Superior in the lumber trade.

Captain Thos. Maytham returned to Buffalo from Kelly's Island Wednesday morning. He left a gang of men busily employed taking the cargo out of the Northerner. He reports that shortly after leaving Kelly's Island the steamer American Eagle, which runs between there and Sandnsky, broke her wheel in the ice and became disabled. The steambarge Norma was sent from Sandusky, and managed to get through the ice to within a few rods of the Eagle, and Captain Maytham and other passengers went to the Norma, across the ice, and were taken to Sandusky.

The Anglo-Nevada Assurance Company of San Francisco, with a paid-up capital of $2,000,000, has appointed Messrs. Woodworth & Hawley, the well known insurance agents of this city, managers of their new inland marine department. The directors of this company include J. W. Mackey, J. C. Flood, B. A. Haggin, and other heavy capitalists of California. Mr. George L. Brander is president and Mr. C. P. Farnfield secretary. With the enterprising and well established firm of Woodworth & Hawley at the head of the Buffalo business of the company it can hardly fail to take a leading position among the longer established agencies here.

It was expected that Captain Maytham would raise the propeller Northerner at Kelley's Island. He set the pumps at work on her half an hour Thursday, and brought her up so far that the success of the undertaking was assured. She is thought not to be so badly injured as was at first reported, and will probably be rebuilt as a steamer.

Interest in the effect of the inter-state commerce law is still great among vessel owners. Every agent of the Anchor line is instructed to prepare for the annual meeting a written opinion of the influence of the law on lake business. The meeting will be held in Philadelphia on March 1st and continue three or four days.

Canal freight are becoming firmer. The taking at 5½ cents on corn and 5⅞ cents on wheat has been quite large, but boats now quite generally demand 6 cents on wheat. One forwarder reports that he has alone taken a dozen wheat cargoes at the former rate. There has been no loading yet.

The propeller H. D. Coffinberry and consort H. R. Newcomb of Smith & Davis's fleet will continue in the Escanaba and Chicago ore trade this season. Captain L. P. Goodell, who sailed the Newcomb last year, will go in the Coffinberry, as Captain Martin is not to sail this year. Captain James J. Carr, who sailed the schooner Redwing last year, is to be master of the Newcomb. Captain Chapman remains in the City of Rome.

The Lehigh boats will next season be commanded as follows: Steamer Tacoma, Captain James Dickson; Oceanica; Captain J. W. Condon; Fred Mercur, Captain F. H. Root; H. F. Packer, Captain P. McFarlane; Clyde, Captain Edmond Condon; R. A. Packer, Captain J. M. Todd.

The annual meeting of the Lake Carriers' Association will be held on the 9th inst. The president will submit a report showing the work of the association during the year. A new board of managers will be elected and other important business come before the meeting. Members are urged to make an effort to be present, and to bring with them other vessel owners. All vessel men are cordially invited to attend, whether members of the association or not.

The propeller Cumberland, which sank in Detroit harbor with a cargo of 70,000 bushels of wheat, has been raised and about 10,0000 bushels found to be dry. This will be taken out into lighters after which it is believed that in view of the cold weather the remainder of the cargo will not swell enough to injure the vessel. The insurance on the cargo is found to be $57,800, distributed through several agencies in Buffalo and elsewhere. A meeting of the agents has been held and it has been concluded to sell the cargo on sealed bids to be received in Detroit as late as Thursday by Mr. J. J. Clark, secretary of the Detroit fire and marine insurance company.

Steps have been taken to put the new arbitration plan of the Lake Carriers' Association into practice. Application for the appointment of arbitrators in the Lycoming-Jewett salvage case, which has already become so well known as to attract the attention of ocean carriers.

Ald. McMaster has lately been negotiating with the Central Vermont railway authorities with a view to the introduction of the steam shovel into the elevator owned by the road at Ogdensburg. His bid of $3,600 has been accepted and the contract secured. The work is to be done by May 1st. The shovel has never been used in the Ogdensburg elevator.

At a meeting of the Marine Engineers' Association on Saturday evening a petition was signed by about one hundred and twenty-five members of the association, asking the managers of the different lines of steamers for an increase of wages. The petition urged, among other reasons for the increase, that the past had been a prosperous season, and that in 1881, when a reduction in wages had been made, it was with the understanding that as soon as a prosperous season was reached wages would be raised to their old standard, namely, $120 per month for engineers and $70 for assistants. The present wages were stated to be $100 and $60 respectively. It was decided to hold a meeting on Thursday evening, at which the above demand would be discussed.

WILLIAMS.

MARITIME LAW.

ADMIRALTY — WRECKS — FORCIBLE TAKING AND WRONGFUL SALE BY WRECK MASTER—ACTION TO RECOVER—NECESSARY PARTIES.

District Court, E. D. New York. July 31, 1886.

In Admiralty.

Gregory and others v. The Margaretta and the Thos. F. Luby.

Benedict, J.

This is an action for the possession of the bark Margaretta. That vessel, on the eighth day of November, 1883, while being loaded with petroleum oil at a wharf in New Jersey, took fire. While on fire she was towed to a point in the Kill von Kull, opposite Sailors' Snug Harbor, in the county of Richmond, New York, and there, in 35 feet of water, she was scuttled, and sunk some 800 feet from shore. She had on board cargo that was insured and on November 14th the insurance company made a contract with one William E. Chapman to save the cargo on board. On November 15th took possession of the vessel for the purpose of saving the cargo. On November 15th Chapman the owners of the vessel advertised the vessel for sale, and on November 19th she was sold at pub lic auction, as she lay, to Matthew Gregory. On the same day Gregory took possession of her, placed a man in a scow along side of the vessel to take care of the same. Gregory, also, on the same day, sold one-half of his interest in the vessel to Isaac Chapman. On the same day Gregory and Isaac Chapman agreed with William E. Chapman, then at the vessel with a derrick, to raise the vessel, and remove it to some proper place. On November 23d William E. Chapman, while engaged at the vessel, in pursuance of his contract, was notified by Thomas Luby, wreck master of Richmond county, to desist from work on the vessel. The notice being disregarded, Luby, on November 27th, took the vessel by force from the possession of Chapman. Thereafter, Luby, as wreck master, the vessel having meanwhile been raised by Luby at the expense of the county of Richmond, by virtue of a statue of the state New York, (Rev. St. pt. 1, c. 20, tit. 12.) presented to the county judge of Richmond county a petition, setting forth, among other things, that the bark had caught fire in the Kill von Kull, in the state of New Jersey, and had been "towed down, abandoned, and sunk in the waters and territorial jurisdiction of the county of Richmond;" that on or about the twelfth day of November, 1883, he, by virtue of his powers as wreck master, and pursuant to the resolutions of the board of supervisors of Richmond county, took possession of the said wreck, and had since continued in possession thereof, as wreck master of Richmond county; that the wreck was, at the time of presenting the petition, attached to the shores of Richmond county, and in a perishable condition.

Upon such petition the county judge on the same day made the following order:

Richmond County—In the matter of the application of Thomas Luby, wreck master of the County of Richmond.

On reading and filing the petition of Thomas Luby, wreck master of the county of Richmond, verified May 7, 1884, and it appearing that a sale of the bark Margaretta, therein described as perishable, and [*sic*] that it would be beneficial to all concerned that the same be sold, and on motion of W. S. Hornfager, of counsel for said petitioner, ordered that the said Thomas Luby, such wreck master, be, and he is hereby, authorized to sell at public auction, to the highest bidder the wreck of the Margaretta; that said sale shall be held at Pelton's cove, West Brighton, village of New Brighton, Richmond county, on the twenty-second day of May, 1884, at 2 p. m. of that day.

STEPHEN D. STEPHENS, County Judge.

Thomas Luby, on the fifth day of June, 1884, sold the vessel to Seguin, the present claimant, for the sum of $400. Seguin has no other title to the vessel than that derived from the sale made by the wreck master, as above described. Upon the proofs, the libelants are the owners of the vessel, and entitled to the possession thereof, unless their ownership was terminated by the said sale to Seguin.

The proceedings of the board of supervisors in regard to this vessel do not appear to require attention. No sale of the vessel was directed by the supervisors, nor was the vessel sold by order of the supervisors. Nothing done by the supervisors can therefore affect the validity of the claimants' title. That must stand or fall by the wreck master's sale made under the authority derived from the order of the county judge above set forth.

The provisions of statute under which the wreck master acted are found in Rev. St., pt. 1, c. 20, tit. 12. The following provisions only require notice:

"Section 1. No ship, vessel, or boat, nor any goods, wares, and merchandise, that shall be cast by the sea, or any inland lake or river, upon the land, shall be deemed to belong to the people of this state, as wrecked property, but may be recovered by the owner, consignee, or person having the charge thereof, at the time of the happening of the disaster by which the wreck was occasioned, upon the payment of a reasonable salvage, and necessary expenses.

"Sec. 2. The sheriff, coroners, and wreck masters of every county in which any wrecked property shall be found, when no owner, or other person entitled to the possession of such property, shall appear, shall severally have power, and it shall be their duty, to pursue all necessary measures for saving and securing such property; to take possession thereof, in whose hands soever the same may be, in the name of the people of this state; to cause the value thereof to be appraised by indifferent persons; and to keep the same in some safe place, to answer the claims of such persons as may thereafter appear entitled thereto.

"Sec. 3. If the property so saved shall be in a perishable state, so as to render the sale thereof expedient, it shall be the duty of the officer in whose custody the same shall be, to apply to the county judge of the county, by a petition supported by an affi lavit of the facts, for an order authoriz ing such sale; and if the judge to whom such application shall be made, shall be satisfied that a sale of the property would be most beneficial to the parties interested, it shall be his duty to make the order so applied for.

"Sec. 4. If such order be made, the officer having custody of the property directed to be sold, shall sell the same a public auction, at the time and in the manner that shall be specified in the order; and the proceeds of such sale, deducting the expenses thereof, as the same shall be settled and allowed by the judge making the order, shall be paid to the treasurer of the county in which the property shall have been found."

Upon these provisions of statute it has been argued in behalf of the libelants that the bark Margaretta was not wrecked property, within the meaning of the statute, because, having been towed afloat to the place where she sank, and then scuttled to make her sink, in a tideway, and some 800 feet from shore, she was not "cast by the sea upon the land," within the meaning of the statute. This point may doubtless be argued, and something said against the right of the owners of ships to make their vessels a charge upon the county of Richmond by voluntarily removing them from the wharves of New Jersey, and sinking them in the waters of Richmond county. A decision upon this point is, however, unnecessary in this case, for the reason that, assuming the vessel to have been wrecked property within the meaning of the statute, the wreck master has not such a possession of the vessel as the act makes necessary, to clothe the county judge with authority to direct her sale. By section 2, above quoted, the power of the wreck master to take possession of wrecked property is limited to a case when "no owner, or other person entitled to the possession of such property, shall appear." An abandonment by the owner is a fact necessary to be shown in order to justify a taking posession of wrecked property by the wreck master, and it is only of property abandoned by the owner, and, upon such abandonment, taken possession of by the wreck master, that the county judge has jurisdiction to direct a sale.

In the present case it has been sought to be shown that the wreck master acquired possession of the wreck, by putting a light on it, on or about November 12, 1883, and when no one was on board. It is by no means clear that the mere fact of absence of any person from a vessel, situated as this one was, would show such an abandonment as the statute requires; and it is very plain that Luby took no possession of the vessel until after the owners had their agents in actual custody of the vessel, and at work. When, therefore, Luby first asserted his claim to the vessel as a wreck, his claim was without foundation in law, for the property was not then abandoned property. On the contrary, the owners thereof had appeared, and were in actual custody thereof. The possession of the property afterwards acquired by Luby, through force, was unlawful, and supplied no foundation for an application to the county judge, nor did it clothe the county judge with any authority to direct the sale of the vessel. For this reason, therefore, I am of the opinion that the the order of said sale referred to was void; that the sale afterwards made by the wreck master was invalid; and that the elaimants acquired no title thereby.

In regard to the position of Luby as a party defendant in this case, it is sufficient to say that he was improperly joined. The action is for possession. It is an action *in rem*. Luby was not in possession of the vessel when this suit was brought, nor did he then claim any right of possession and control over her. He had sold her to the claimant James Seguin, and Seguin alone had the possession. An action of trespass against Luby cannot be joined with an action *in rem* for possession. The exception to the libel, therefore, which was argued at the hearing on the minutes, must be allowed, and Luby be discharged from this action, with his costs to be taxed.

As against the vessel, the libelants must have a decree awarding the possession thereof to them, and they must recover their costs.

THE DELEGATES VISIT A BEAM ENGINE SHOP.

Special Correspondence to the Marine Record:

NEW YORK, February 21.

I do not suppose the boys intended it, but it seemed as it on several occasions after our unfortunate adventure on Blackwell's Island, they were on the point of deserting me, Jim Wilson, of St. Louis, and Tom Dowd, of Chicago, going so far as to say that I was a "Jonah."

"I never in my life," said Mr. Wilson, brushing his blonde hair off from his handsome and classic forehead; "was on a boat yet that had a pesky parson among her passengers, that something did not occur to mar the serenity of the trip."

"Same here," said Dowd, wiping the mud from his boot on Mr. Stroder's overcoat tail, which dragged on the floor as the gentleman sat down.

"Yes," continued Wilson, "I was once second on a little three biler possum box,' in the lower Mississippi, when, one mornin' we run into the bank 'bove Hickman and on walked a regular country preacher. Soon as I seen him I knowed somethin' was going to happen 'fore we got to St. Louis, and so they did, you bet!"

"What happened, Jim? Say, tell us all about it," eagerly asked Dowd.

"Why," responded Wilson, when we got into the bend 'bove Columbus, the "Joe Williams," with a tow of empties, hove in sight, and I commenced to bottle 'er up for a race. Anyhow, I beat 'er to Cairo, but the boss got to cussin', 'cause I got 'er a leetle too warm, and wound the whole thing up by running me up the hill in Cairo."

"Put you on the dock, Jim?" queried Dowd.

"Docks! No. He just said get off the boat and I got off, and I have never liked preachers since; for only for that blamed rural itinerant divine, I'd have remained on the boat until we reached St. Louis."

"You bet you would," said Dowd.

Fletcher and Harrison are known the world over as the builders of beam engines, beside the principals of the firm are royal good fellows, who know what constitutes an engineer and fully appreciate him for his talents. Mr. James H. Reid, the gifted chief engineer of the famous City of Cleveland, was our guide, having become familiar with the institution while the City of Cleveland's engine was building.

A very pleasant and urbane gentleman met up at the door, to whom Mr. Dowd was introduced, the gentleman being the head of the firm, while Dowd was the spokesman of the party. After the formalities of the introduction had been concluded, Mr. Dowd arrayed the boys in line, as if we had been policemen appearing for inspection, and by way of introduction, said:

"'Messrs. Fletcher and Harrison, we are engineers, visiting Gotham, and having seen your walking beams a walkin' and your steamers a steamin' and your boilers a boilin', your cut-off a cuttin', your wheels a wheelin', your starting bars a startin,' your hooks a hookin', and——"

"Well," said the representative of the firm, "did you ever see our drinkers a drinkin,' and our smokers a smokin'?"

"Mr. Chairman," said Quincy Miller, "I move you, sir, that our thanks are hereby extended to Messrs. Fletcher and Harrison, for all that we have seen (we had not left the office yet), and that we do now adjourn to view the other sights the gentleman so eloquently describes;" which motion prevailing, the party withdrew to the little building over the way, where there was lunch and water (?)

The national secretary, you know, Mr. Editor, is a pledged total abstainer, hence, never gets hungry, so when the party returned to the shop they found that abstemious official, with rule and book, measuring and figuring, and in response to a question from Captain Young, of Stillwater, said that he was measuring the working beam that was building for the new Hudson river boat, to see how it would do for the doctor of the Robert Dodds.

"Humph!" ejaculated the surprised raft boat captain, "that there beam would sink the Bob Dodds plumb out of sight."

While viewing the wonderful work done by this splendid shop, an opportunity was also afforded the gentlemen from the Mississippi river to observe the great divergence in the construction of the paddle wheels of a Hudson and Mississippi river steamer. All things being equal, as to tonnage, and horse power, the wheels for the steamer of the two mighty rivers would diverge dimensions, inasmuch as the Mississippi would have greater length of bucket; the Hudson larger diameter of wheel; the Mississippi more arms in a flange, the Hudson greater depth of bucket. The Mississippi would displace more water at each turn of the wheel; the Hudson get more turns a minute. The Mississippi (side wheeler), will change the width of her buckets, so that the narrowest buckets shall be in the water when the engine is on the dead point; the Hudson will work a round wheel (all buckets being the same width).

In my next I will give you a history of our visit to the yacht Rahda, owned by J. M. Seymour, the wealthy broker, and wha came of it. THE SECOND ENGINEER.

AMONG THE BREAKERS.

C. B. Morton has been confirmed by the senate as commissioner of navigation.

The steamship Great Eastern was sold at auction at Liverpool last week for $130,000.

The value of logs, lumber, and etc., shipped from Montreal to England last year waa $2,103,696.

The season's cut of logs and lumber that will come down French river in the spring is 74,000,000 feet of logs and 250,000 feet of lumber.

Harvey E. Light, proprietor of the Eureka Steamboat Co., made an assignment recently, at Rochester, N. Y. The assets are $45,000, with liabilities at $60,000.

Col. A. T. Bliss, of Saginaw, Mich., last week s ld lands in Alcona county, Mich., to Alger, Smith & Co., of Detroit, which are estimated to contain 15,000,000 feet of pine.

The United society of boilermakers and iron shipbuilders of Newcastle-on-Tyne, claims the annual income of £70,703. The largest annual income of any British trade union.

Lake vessels drawing 14 feet of water will be able to pass through the Welland canal this year, and the Dominion expects to divert a good share of western trade from the old channels.

On motion of Senator Harrison, the item for Michigan city, Ind., in the appropriation bill, was increased from $30,000 to $50,000—$3,500 of the amount to be used on the inner harbor.

In 1886, 17 Gloucester fishing vessels were lost, worth $115,800; 115 fishermen never came home. The year was remarkable for the small in-shore catch almost all the fishing being done on the high seas.

The owners of the Dauntless and Coronet have decided, wind permitting, that the start on the ocean yacht race will be made March 5. The final arrangements will be made by the Regetta committee of the N. Y. Y. C.

The largest gun yet made has been tested at Woolwich Arsenal. It is a 111-tonner, is forty-four feet long, takes a maximum charge of 900 pounds of powder, and its projectile weighs 1,800 pounds. It is for the new British ironclad Benbow.

It is stated that three of the fastest steamships of the Cunard line have been purchased by the Canadian Pacific Railway Company for the proposed service between British Columbia and Australia, and that the vessels will be placed on the route in the spring.

The Dominion Government has called for tenders for steamships capable of maintaining a fortnightly service with the British West Indies, with a view of promoting their trade relations with the colony. A fast line of steamers will be selected and liberally subsidized.

The seamen's Union at Buffalo nominated the following to be voted on at the annual election: President, William Thomas, George Huldridge; first vice-president, Nicholas Chever, Alexander Stuart; second vice-president, George Christianson; secretary, William Saltsman.

Forty-one railways with one-fourth of the total mileage, report to Bradstreet's over $19,000,000 increased gross earnings in 1886, or 8 per cent., operating expenses $11,500,000 hesvier, or 7½ per cent., and net earnings $7,500,000 heavier than in 1885, or 9 per cent.

The "Man at the Wheel," specialty in the New York Nauticle Gazette, is fast growing into favor. His insight into human nature is quite refreshing, and his strictures on the piratical tricks of the pilots of Hampton Roads, are highly interesting. Many of our lake captains are salt water sailors, and they will readily understand the allusion. See N. Y. Nauticle Gazette of Februay 23.

The outlook for the lumber carrying trade is apparently as bright as that of the ore trade. The amount of lumber cut is immense, and the supply at the principle accumulating points on the lakes will be larger than it has ever been before at the opening of navigation. Vessel men are figuring the opening rate at Bay City at $2.50 per thousand. This represents an advance of $1 over the opening rate of last year. A circumstance that will have some influence on the trade is the desertion of a large number of vessels which will carry ore. Among them are the George King and tow, Maine and tow, the Hubbell and Otsego, and perhaps half a dozen more smaller ones, representing a capacity of perhaps 100,000,000 feet during the season. Lumber carriers claim that Bay City is losing its prestige as a shipping point for lumber, and that there is an increasing tendency to load elsewhere. It is attributed to the fact that lumber is not graded as at Alpena and other lumber ports.

NAVAL ARCHITECTURE DURING THE LAST HALF CENTURY.

The annual lecture under the auspices of the Greenock Philosophical Society, to commemorate the birth of James Watt, was delivered in the Watt Lecture Hall, Greenock, on January 14, by Mr. Robert Duncan, shipbuilder, Port Glasgow. The title of Mr. Duncan's paper was "Evolution in Naval Architecture during the Reign of Queen Victoria." After referring to the early history of marine engineering, and to the intimate connection of Greenock and the Clyde with its initial stages, Mr. Duncan went on to say that up to the date of her Majesty's accession in 1837, no systematic attempt at ocean navigation by steam had been made. In 1812 steamship building began, but it was not till 1838 that the first Atlantic steam communication began. The Sirius and the Great Western made the voyage to and from New York at the same time, in the middle of that year, in fourteen and seventeen days respectively, under steam all the way. Mr. Duncan then traced rapidly the evolution of the iron ship, through the various modifications of design and proportion, and the simultaneous and consequent evolution of crafts to adapt themselves to the rapidly changing conditions. Mr. Duncan also described the influence upon the forms of ships of maritime law and of Lloyd's rules—evolution in size from the short square boxes of the early periods to the long narrow vessels of to-day; the Enterprise, for example, the first steamer to make the voyage to India by the Cape of Good Hope, being only 122 feet long, while now the cargo carrying steamer is over 400 feet long, and the express passenger ocean steamer over 500 feet. Mr. Duncan considers it possible that, ere her Majesty's reign closes, the Flying Scotchman of the sea will reach a length of 800 feet, and a speed of twenty-five to thirty miles an hour. The evolution of the man-of-war was next described, an interesting sketch given of the science of naval architecture, and a bibliography of the subject.

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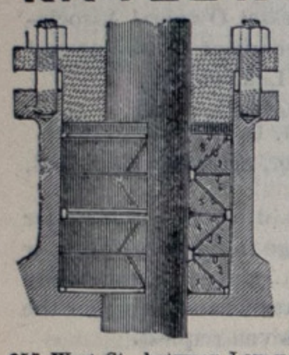

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NOTICE IS HEREBY GIVEN that under a decree of the Circuit Court for the County of Houghton in the State of Michigan, in Chancery, an undivided half part of the steamer Ivanhoe, together with an undivided half part of the masts, bowsprit, boats, anchors, cables, chains, rigging, tackle, apparel, furniture, and all other necessaries thereunto appertaining and belonging will be sold at Public Auction to the highest bidder on Wednesday, the 16th day of March, next, at ten o'clock in the forenoon at the front door of the Court House, in the Village of Houghton, in the County of Houghton, State of Michigan.

Said Steamer and property lie at the port of St. Ignace, being the Village of St. Ignace in the County of Mackinac, in the State of Michigan, and may there be seen.

Dated, Houghton, February 3, 1887.

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	*10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"	.....	*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	5 20 A M	6 35 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
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No 27, Conneaut Accommodation	†8 10 A M	.....

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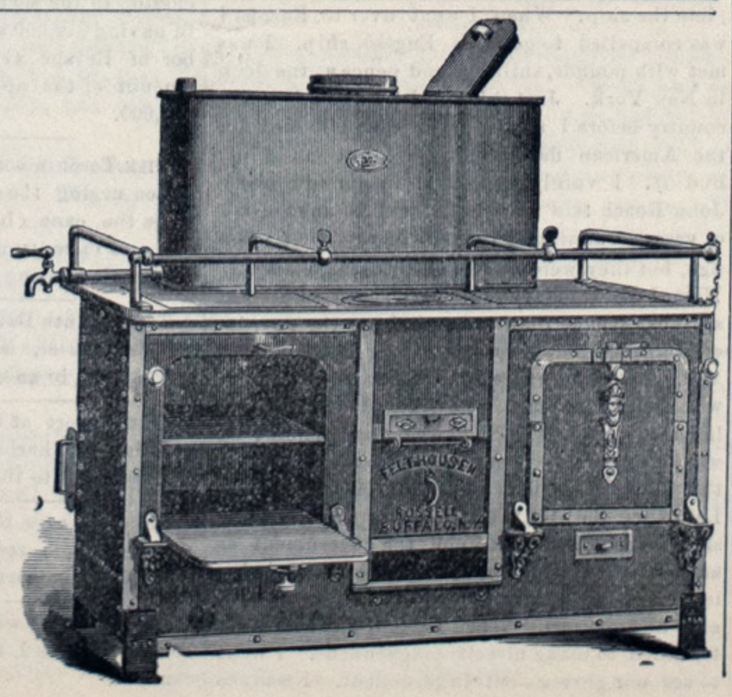

Marine Record.

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A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MARCH 3.

UNIFORM STEERING GEAR.

In the edition of the MARINE RECORD of December 23 was an article signed "Steamboat," written by a well-known master, to the effect that the confusion in steering orders; or different ways of turning the wheel to handle the rudder, (a case being cited to show the damages resulting from the wheelsman misunderstanding the order), or by the wheelsman doing the work mechanically; or as he had been accustomed to do it on another vessel, the result of which would have an entirely different effect on the rudder and consequently on the course of the vessel. In the article referred to the following paragraph occurred:

"This is a matter of sufficient importance for the marine branch of the government to take a hand at once. I know of no surer way to bring it to the notice of those most interested than through the columns of the MARINE RECORD. I am aware that it had much to do in bringing about the greatly needed uniform code of engine signals two years ago. If you do as much for the rudder the MARINE RECORD will be entitled at least to a subscription from every person who rides on a steamboat on the lakes, either as a passenger or one of the crew."

This was followed by editorial articles and we are now in receipt of the amended rules of the supervising inspectors, approved by the Treasury Department at Washington. Among them is a new paragraph at the end of Rule V for the government of pilots:

"Section 24. Masters and pilots of steamers on lakes and seaboard are required to have their wheel chains rove so that the wheel and helm shall move in the same direction, so that when the wheel is put to starboard the vessel's head shall go to port, and when the wheel is put to port the vessel's head shall go to the starboard."

The new rule, as we have said, was adopted by the board of supervising inspectors in February, and has been approved by Secretary Manning, and is now one of the laws for the government of pilots, as provided in section 4405, revised statutes. That this measure is one demanded by the crowded condition of the lakes during the busy season no one will deny, although it may entail a slight immediate expense to owners, yet the interest of the individuals must give way before the welfare of the general public. While it is a fact that all sailing vessels and many, perhaps half, of the steamers, have their wheel chains rove in the same manner, the other half of the steamers cross their chains under the barrel of the wheel, hence the liability of a new wheelsman, to head his vessel the wrong way. The short time of a crew on a vessel in the lake trade, they being engaged only for the single trip, made this confusion of steering gear doubly dangerous. It will appear quite as reasonable for a driver to cross his lines in guiding his horse as for a steamboat man to cross his chains in steering his boat. There is no practical advantage in the custom, although there will be as many masters who will be reluctant to make a change from the "good old fashioned way" as there were when the rule to change "larboard" to "port" came into vogue. Yet at this time all now realize the benefit of the latter change, as the order "starboard" can not now possibly be mistaken for "port," whereas under the old order, the sounds larboard and starboard were so near the same that many mistakes were made when the wheelsman, near the end of his trick, worn out by long and tedious service, on a dark night, half asleep, was startled by a quickly spoken command, was as likely to put his wheel the wrong way as otherwise. It is necessary, therefore, that uniformity in steering orders should rule, and we are gratified to know that the government officials have been so prompt to act in the premises, as the manner of arranging the steering gear had heretofore been a question of individual concern, each pilot using his own discretion.

Section 4412, under the title "For the regulation of steam vessels" provides that "the board of supervising inspectors shall establish such regulations to be observed by all steam vessels in passing each other as they shall from time to time deem necessary for safety; two printed copies of such regulations, signed by them, shall be furnished to each of such vessels and shall at all times be kept posted up in conspicuous places on such vessels." Notwithstanding this provision the new rule regulating steering gear will be kept standing in the MARINE RECORD until all steamboat men on the lakes must become familiar with it.

APPLY THE SURPLUS.

With $445,170,242 cash in the treasury, as shown by the general treasurer's account for March 1, there is no reason why congress should be so penurious in the river and harbor appropriation bill. In order to make a show of economy it is the annual custom of the popular house of congress to whittle down the engineer's estimates and the bill as passed by the senate, while at the same time it will rush through, under suspension of the rules, during the last days of the session, all kinds of objectionable bills of whatsoever nature; bills that will not benefit the public a particle. We note that the sppropriation for Cleveland harbor has been reduced from $50,000 to $40,000. The other principal items changed stand as follows in the bill adopted by the house, all being reductions with the exception of two items: Harbors, $225,000, Buffalo, N. Y.; $5,000, Dunkirk, N. Y.; $75,000, Erie, Pa.; $1,000, Huron, O.; $25,000, Sandusky, O.; $30,000, Grand Marias, Mich.; $8,000, St. Joseph, Mich.; $60,000, Milwaukee, Wis.; $40,000, Duluth, Minn.

The reluctance with which congress takes action on the river and harbor appropriation bill can be likened unto its dilatory movements on measures for the revival of American shipping. It has been shown time and again in these colnmns that foreign carriers transport about 80 per cent of the products of America between this country and foreign shores by reason of the aid given to foreign ships by the governments whose flags they fly. Let us have a little American competition on the high seas, even in carrying the mail bags. We trust that our lake shore representatives in congress will place themselves in accord with Hon. Charles B. Farwell's sentiments on this subject, recently expressed, which are as follows:

"I am in favor of doing anything to build up our marine. Anything that will benefit our shipping, meets with my hearty approval. We pay $140,000,000 to foreign vessels for carrying mails and other purposes yearly. Now, $1,000,000 will build a good steamship, and this government could, in a few years, put a splendid merchant marine in our waters with this money. I am in favor of any subsidy that will do this. If it will cost $1,200,000 to build a vessel, and the builder has only $1,000,000 then I am in favor of the government voting the $200,000 to complete the ship. When I went over to Europe I was compelled to go in an English ship. I was met with pounds, shillings and pence at the dock in New York. Just think of it! England in this country before I started; and then I looked for the American flag in our ports, but could not find it. I vainly sought it in foreign ports. John Roach told me that he used to have a line of vessels running to Buenos Ayres some years ago, but they were driven off by foreign vessels. Now, I can conceive of no better way to use our surplus revenue than to apply it to the purpose of building up and protecting our marine. We want shipyards where the thousands of laborers who are now idle may be employed; we want the laborer to get just as high wages as possible; we want to see every pound of mail or express of this government float under the American flag. Let us pay the $140,000,000 annually to American ship owners and look upon the government as an individual endeavoring to better his condition in an essential that is necessary to his independence and comfort. When I began business I determined to make myself independent. I want to see our government independent. I want to shake off this fleet of foreign bottoms and float our own ships. We can do it, and we will."

If there is any better method of using the surplus in the treasury than by encouraging our marine interests, which are now at a low stage, than the improvement of rivers and harbors, our straits and narrow passages, our canals which link one great lake with another; by the suppression of bridges across important waterways such as the Detroit river and the St. Mary's falls canal, we can not conceive of it. All of these items would redound to the weal of the general public and reflect credit upon the government. So much for the lakes, as they stand in need of such protection and encouraging measures. On the oceans, in order for successful competition, American vessels should be subsidized as most foreign vessels are. England took the prestige from the American marine by the great revolution from wood to iron in 1855, aided by liberal subsidies and the removal of every burden of taxation on shipping and shipping interests. Should action of this nature on the part of congress look like class legislation, by people engaged in other pursuits, their argument could readily be answered. The tariff on certain articles is class legislation, or the removal of tariff on certain other articles is class legislation, and *ad libitum*. We, therefore, urge that congress at the next session frame and pass a bill, the Negley bounty bill, or some bill of equal wisdom, that will raise the dead weight bearing down upon our marine supremacy.

THE Arrow Steamship and Ship-Building co., of New York city, has purchased the Agnew shipyard at Alexandria. Ship-building on a large scale will be begun immediately. Twelve ocean steam-ships will be built, bearing ancient historical names, which will be elegantly fitted up and will be able to make twenty-five nautical miles an hour under any condition of wind and sea. The designs for a 540 feet steamer are already out, and she will be named the Pocahontas. She will have length between perpendiculars of 515 feet 8 inches, extreme breadth 40 feet, depth from hurricane deck 46 feet, draft of water 25 feet 3 inches, diameter of screw propeller 24 feet 2 inches, pitch of screw 40 feet. Her machinery will be compound 75 and 150 by 60 inches stroke, and 20 boilers allowed a working pressure of 125 pounds.

The Erie canal cannot be ready for navigation until the end of April. The new locks will not be finished until the 20th of that month, and unfavorable circumstances may prolong the time. It will require a week's work at least to get the levels in navigation condition after that. Superintendent Betts is now repairing a troublesome break in the culvert at Palmyra. If lake navigation should open early in April there would be a large accumulation of grain in Buffalo by the time the canal can be got ready. This would of course result in high canal freights.

Following is a detailed statement of the lumber and shingle product of Michigan mills during 1886, with comparisons. The total lumber product was 3,984,117,175 feet; shingles, 2,989,124,220. The lumber product exceeds that of 1885 by 405,978,000 feet, and the shingle product exceeds 1885 by 414,448,000. At the close of the manufacturing season there was on hand 1,354,101,000 feet of lumber and 283,838,000 shingles.

The steamer Etruria, of the Cunard Line, made the fastest passage on record between Liverpool and New York. The passage was made in six days, nineteen hours and forty-seven minutes, an average of twenty-two statute miles an hour. This is the first time that passengers have left Liverpool Saturday, and reached New York city the following Saturday.

Work on the break-water and light-house at Two Harbors, Lake Superior, will be begun this month. The break-water is to cost $22,500 and the light-house $10,000. With this protection the harbor will be calm during any sort of blow.

WHEN the river and harbor bill was under discussion in the senate, Senator Conger succeeded in having $10,000 added to the Sand Beach Harbor of Refuge appropriation. This raises the amount of the appropriation for this work to $50,000.

THE Toronto board of trade has passed a resolution urging the dominion government to enlarge the canals between Lake Ontario and the sea, and to continue the reduction of tolls on export grain passing through Canada.

THE Duluth Daily Herald, always full of well selected matter, is now putting on city airs by coming out in an eight page form frequently.

THE report of the conference committee on the river and harbor bill has been adopted. The bill now goes to the president for approval.

The schooners Bay City and Fanny Neil, the remaining consorts of the Colwell, will probably be sold as lumber carriers.

WE will next week print the amended steamboat rules in full, as there are several important changes.

VESSEL OWNERS' ASSOCIATION.

At a meeting of the Cleveland Vessel Owners' Association, held on February 21st, 1887, the following preamble and resolutions were unanimously adopted:

Resolved, That the convenience and safety of navigation on Lake Superior and of commerce with the ports at the upper or western end of Lake Superior demand the establishment at the Sault ste Marie and also at Keweenaw Point, as near the extreme point as practicable, of signal stations of the weather bureau.

Resolved, That the importance and extent of this commerce justify us in requesting the authorities in charge of said bureau to establish stations at those points.

Resolved, That the secretary be instructed to take such steps as may be necessary and proper to lay these resolutions before the proper authorities and to make the request therein contained.

WHEREAS the disadvantages and dangers to our lake commerce of a bridge across that river have many times been pointed out, and,

WHEREAS, the vast commerce of the lakes is largely increasing each year and the consequent injustice of permiting such a structure yearly became greater and more manifest:

Resolved, That this association, including the vessel owners of the district of Cuyahoga and adjacent district, protest against the authorization and erection of any bridge whatever across Detroit river.

Resolved, That our senators and representatives in Congress be requested to urge every objection, adopt all legitimate means, and in every proper manner seek to guard against the authorization of any such bridge.

That the secretary is instructed to forward copies of the foregoing to the Ohio senators, to Hon. Martin A. Foran and to other Ohio representatives whose districts touch the lake.

B. L. PENNINGTON, Secretary.
HARVEY D. GOULDER, Counsel.

In response to telegram; also, resolutions of the Cleveland Vessel Owners' Association, urging the government to assume and improve the Portage Lake canals:

SENATE CHAMBER,
WASHINGTON, D. C, Feb. 28.

B. L. Pennington, Esq., Secretary, Cleveland, Ohio:

DEAR SIR: I am directed by Senator Payne to acknowledge the receipt of your letter of the 22d inst., and to state in reply that he will do all that he can to further the project referred to, as you request.

Respectfully,
JAMES HOSSACK, Private Secretary.

HOUSE OF REPRESENTATIVES, U. S.,
WASHINGTON, D. C., Feb. 26, 1887.

Mr. B. L. Pennington, 112 Water St., Cleveland, O.:

DEAR SIR: Your letter and telegram received. I have been laboring constantly upon this matter during the past few days, even threatening to antagonize the bill unless the senate amendment be left in. I am pleased to say that I am assured it *will* be left in. The friends of the "purchase" are standing firm, and I feel confident we will succeed. Yours, etc., M. A. FORAN.

UNITED STATES ENGINEER OFFICE,
34 CONGRESS STREET WEST,
DETROIT, MICH. February 28.

B. L. Pennington, Secretary Vessel Owners' Association, Cleveland, O.:

DEAR SIR: I am only now in receipt of yours of the 23d inst., inquiring as to the status of the movement to have the Portage Lake canals assumed by the government and improved to correspond with their importance, and in reply have to say that the work referred to is not in my district, but I feel great interest in it, and have tried to keep tolerably well informed in regard to the progress of the proposed purchase. An item in the river and harbor bill, now in conference committee of the two houses of congress provides for the purchase of the canals in question, by the general government. This item was inserted by the senate as an amendment to the house bill. If the conference committee agrees to it, the chances are that it will become a law, but the time is now so short that but little can be done in aid of the project.

The best person to assist in the matter is the member of congress from your district. The proposition will doubtless have the support of every member from a district touching the great lakes, but mere support is hardly sufficient. They will have to work for it. The sum which the bill proposes to appropriate for the purchase is $350,000.

Very truly yours, O. M. POE.
Major of Engineers, Bt. Brig. Gen., U. S. A.

With regard to life saving station at Ashtabula Harbor, in response to a letter from B. L. Pennington, Secretary of the Vessel Owners' Association:

HOUSE OF REPRESENTATIVES,
WASHINGTON, D. C., February 28.

B. L. Pennington, Esq.:

DEAR SIR: Yours of the 25th inst. relating to the life saving station at Ashtabula was duly received. I have struggled all winter to have the committee on commerce act favorably on the proposition, without success. I think in a little time our object will be accomplished, but not at this session.

Yours truly, E. B. TAYLOR.

[*Around the Lakes Continued from 1st Page.*]

MARINE CITY.

Special to Marine Record.

Saturday night the latter end of the blizzard visited this section of Michigan, scaring the people more than doing damage.

The St. Clair river never looked more like a mirror than it does at present. We have conversed with the old pioneers, and they say that as far back as they can recollect they never saw its equal for smoothness.

The ice boating has been excellent for all ice boat owners, which we hope is a good omen for 1887 for steamboat and vessel owners, and as the general freight reports are promising there is a great bustle among owners and pilots in our city. You meet a boat owner of to-day and he has a smile for everybody, and a hearty shake of the hand. Quite different from two years ago. When you met an owner then you were reminded of a black thunder storm. We wish in our hearts that we may never again see panicky times among boat owners.

The ice in Belle river, where most of the Marine City fleet is laid up, is about ten inches thick. This is one of the best ports on the chain of lakes and rivers for vessels to lay up. We have all the facilities for fitting out and repairing with one exception, and one much needed, a drydock, and there is strong talk of having one before next fall. We have a foundry and ship smith's shops where iron and steel are worked into all shapes to suit orders; ship-carpenters, skilled in their branch of wood butchering, beside those who swing the mallet, and with the assistance of calking, iron and oakum keep the boats afloat. About every sailor you meet has donned his overalls and smiles as he goes to work in that artistic way so characteristic of himself. Will give you an illustration. He gets up, eats his breakfast, waits until within half an hour of time to commence work, and then starts for the boat on which he is at work. The first thing on reaching the boat is to see if the boss is in sight. Good enough. He then proceeds to make a fire in the cook-stove, and lights his pipe, or takes a chew; if he hears the boss' approaching footsteps he has his paint pail and brush handy and commences to stir his paint. If at work on the outside he can get under the run or around the stem and thus keep out of sight more easily. With these and a few more rules, strictly followed, he will probably earn one dollar per day.

McNiff & Son are making preparations to commence business at St. Clair Flats, Mich., as soon as the first opportunity offers. They intend to make great improvements in the way of keeping their range lights this season, which improvements will tell a pilot just how close he is to either bank of the river, making it impossible, within their jurisdiction, to get aground, with any kind of management on the part of the officer on watch. Full particulars will be given before the opening of navigation as to how and where lights are located and how to run them. They have bought a steam yacht for attending the same.

Some of our citizens, who were formerly interested in floating stock, sold the same and embarked in other business about two years ago, but as the winter passed, and the books closed and business was reported favorable on every hand, etc., they caught the boat fever, and now have more and better floating property. Success, John, and all interested.

Bob McNiff goes to the flats this week to prepare for the opening of navigation, which, from everyone's prediction, will be very early this spring. Success, Bob, with your lights.

Captain Cass Saph, of the steambarge D. F. Rose, has been out of town for a few days on business. The captain has the Rose and consort almost ready for painting.

Captain J. C. Pringle is sparing no pains to have his boat present a good outward appearance.

The Francis Bros. are at work on their fleet, which will soon be completed.

The Scott Bros. will have their fleet in A1 shape for the spring trade.

The T. & S. T. Co.'s boats will be blacker than Africa's sons.

The Marine City Stave Co.'s salt block is probably the finest in the state of Michigan, the management and maintenance of the same unexcelled, and the production the purest, with mineral water free to all who need the same.

As the ice at this point seems to be getting quite "holy," and in a number of places cracked and hove up in ridges, we give it until next week to go by the board.

There was a time in Marine City when salt was $1.25 per barrel, but now it is 60c per barrel. Sell out salt wells and buy a steamboat, as lumber freights are $2.50 per m, and grain, ore and coal freights are comparatively high.

The readers of the MARINE RECORD who are interested in the establishing of light ship at Sand Point, on Saginaw Bay, north of Big Charity island, should respond at once, and the amount to which they feel interested in the above enterprise. Address Box 630, Marine City, Michigan.

The wind blew out its fury about 12 Monday night. BOB.

Captain George McLeod, of Buffalo, the Inland Lloyd inspector, went over the fleet of vessels at this port, in the interest of the insurance company.

The Scott boys are doing some minor repairs on their steambarge A. A. Turner.

The steambarge Tempest is receiving considerable new planking forward, a thorough calking and other repairs.

The steambarge Lowell is having some repairs made to her boiler this winter, and will be put in good shape for the coming season.

On Morley's new boat, called the Louisiana, they have the plank almost up to the main deck, planed and calked, and other work in proportion. The sheers are up, ready for the machinery, that is, bed plate and shafts.

Captain David Lester, of the T. & S. T. Co., left Marine City this week, with his family, on a pleasure trip, under sealed orders or otherwise, the destination not made public.

Captain Cass Saph went to Bay City this week on business connected with the Parker tow.

Captain John Pringle has returned to the city.

February 23 was the first fire for Marine City this winter. This is where the insurance companies get their work in.

The river is solid yet at this place; crossing every day. GLASS.

MILWAUKEE.

Special to the Marine Recd

I will give you a brief synopsis of things at this port. It is getting quite lively here now. Skips are talking freights and charters at a great rate, and everything looks booming for the ensuing season.

Wolf & Davidson are so busy that they hardly know which way to turn or where they will send men first. They are transforming the Keystone into a double decker, under the supervision of Captain Duncan Buie. They are putting a new center board box in the schooner S. V. R. Watson, also, refastening her from the keel to the covering board, part new deck and other repairs, with Black Jack to hustle the boys on that job. The steamer Maggie Marshall is receiving steel arches, new decks, and a thorough recalking. Several other vessels are awaiting their turn very patiently. The big new one is progressing very rapidly, being about one half in frame now. Butler is scratching out frames so fast that a man follows him with a pail of water for him to dip his race knife in occasionally to keep it from getting red hot. The Whales hold high carnival in W. & D.'s office and the yarns they spin would turn a landsman's capillary adornment gray, and the poor box has heavy weather boards spiked on it to hold the load; but I digress from the original theme.

Everybody here advocates running wild this season in preference to chartering, and Captain Richardson, of the firm of Webb & Richardson, who was here on a business trip last week, thinks it by far the best policy.

The schooner Watson seems to be in great demand just now, as there has been at least half a dozen parties here endeavoring to buy her, but Black Jack pulls reflectively at his meerchaum, and don't care whether he sells or not.

Captain Duncan Buie occupies his time in looking after his work, writing to Geo. L. Colwell at San Francisco, and talking about a brave woman, and how his brother Dan went to see the Jersey Lily, but could not get the start of Freddie.

Captain Tinney is playing Romeo to the Juliet of R. P. Flowers. The evangelist talks crackers.

Wolf & Davidson have, to-day, closed the sale of the schooner Waukesha to Captain Beckwith and other Chicago parties for the sum of $8,000 cash. They still have for sale a new tug which comprises the extent of their fleet.

That noble trio, Captains M. J. Galvin, and John Johnson, of Buffalo, and Orve Green, of Chicago, arrived in Milwaukee last Thursday, by way of Menominee, Oshkosh, etc., and were handsomely entertained while here. Captain Tinney took them through the R. P. Flower; Captains J. W. Cramer and A. Buie sang a few duets, and, in fact, they had a delightful visit. Captains Galvin and Green were as happy and jovial as usual.

The harbor master smells something down this way, while all of the boys circle around the poor box and beg Steve for a fresh clay. They are all happy at the prospect of a good season before them, and expect to make their owners rich by the close of navigation. That they may all have good luck, and that old Boreas may be lenient with them and blow out none of their lights is the earnest wish of CAPTAIN KIDD.

DETROIT.

Captain James Millen believes that navigation will open several weeks earlier this spring than last. The ice in Lake St. Clair, he says, is much lighter than it was this time last year, and the condition of the ice in the straits and elsewhere is relatively the same. He deprecates an early opening because a lengthening of the season tends to lower freight rates. Vesselmen engaged in the lumber carrying trade talk of entering into a compact not to offer tonnage before May 1st, as they did last year.

The steambarge Cumberland, with a cargo of 70,000 bushels of wheat in her hold, sprung aleak Friday night and sunk, the damage being caused by ice breaking one of the planks in her bow. She was raised and lies on an even keel at the foot of Chene street. The Cumberland is owned principally by Joseph Gilchrist, of Vermillion, Ohio, and is valued at $125,000. The cargo of the propeller Cumberland, was insured mainly in companies represented by Smith & Davis and L. Dimick, Buffalo, who figure the total insurance at $42,000. The cargo was sold on the decks of the steamer by auction. Captain George McLeod and A. A. Swan went to look after her.

The case of the schooner Lizzie A. Law versus Botsford Bros. of Port Huron, for a shortage of 500 bushels of wheat, which was decided by Judge Brown at Detroit last year in favor of the Law, and carried to the circuit court by Botsford, has again been decided in favor of the vessel. Judge Brown's decision has been confirmed, and Robert Law has received payment for the shortage, with costs.

TOLEDO.

The Wabash line of steamers, A. W. Colton manager, which was operated by the Wabash, St. Louis and Pacific Railway from Buffalo to Toledo, has been leased to the Erie Railroad. The Wabash line was composed of the steamers. J. C. Gault, A. L. Hopkins, and Russel Sage. They will run in the Union Steamboat Company's line this season. Negotations for the lease have been going on for some time and it was expected that this would be the result. With these three the Union line claims to be in good shape again after the sale of the half dozen from the line, as there are now eleven in all and the new steel steamer comes out in August. The Toledo service will be discontinued.

SANDUSKY.

An accident which caused great excitement on board the iron clad steamer Eagle occurred to that boat Tuesday morning, about two miles this side of Kelley's Island. The steamer was crowded with passengers, and had on a good load of miscellaneous merchandise en route to this city, when suddenly, in forcing her way through the heavy ice, her wheel was broken to pieces. The passengers were, of course, much exercised over the accident, fearing that something more serious had happened. All fears were soon allayed, however, and as the ice was firm on both sides of the channel cut by the boat, the passengers got off and footed it back to Kelley's Island. The steambarge Norma went out from this port to get the steamer, if possible, and tow her here. As no word has been received from the Norma since she left, the result of her trip is at present unknown at this port.

AMHERSTBURG.

The steamer City of Dresden will shortly come down from Windsor, where she has been in winter quarters and fit out for the season at Amherstburg. She will come out in the spring, looking neat and clean, and will be more commodious than before. The Dresden will be on the lake shore route as soon as the ice will allow.

MT. CLEMENS.

Special to the Marine Record.

Messrs. Wm. Daley and Robert Shook have sold the towbarge Virginius to Chicago parties; consideration private. The Virginius, last season was in the steambarge Edward Smith's tow, and was engaged in the lumber trade between Oscoda and Tonawanda. She will be employed in carrying lumber on Lake Michigan the coming season. L.

KINGSTON.

Captain Garrett's new steamer will be known as the Ella Ross and will be put afloat at a cost of $18,000.

PORT HURON.

Special to the Marine Record.

Henry Howard, on Saturday purchased of A. N. Moffat and others the tug Admiral D. D. Porter.

Captain Thos. Currie, has sold the tug River Queen to Hiscock & Foster, of Chicago. Consideration, $6,000. The captain will purchase another boat at once.

Captain S. B. Grummond has leased the Moffat dock and warehouse foot of Butler street, Port Huron, for his Mackinac and river line of boats. Geo. Parsons will manage the business for Mr. Grummond.

It is said that the steamers Ward and Pearl will be put on the river the coming summer in opposition to the steamers Cole and Grayhound.

The Detroit & Cleveland Steam Navigation steamers are being prepared for the coming season's work. The hulls of these boats will be painted black.

A large number of vessel captains, who frequently enter Buffalo harbor in all kinds of weather, are very desirous that a steam whistle be placed on the northern end of the breakwater.

Crockett McElroy got damages to the amount of $9,166.66 against the Herreschoff company, of Bristol, for the worthless boiler put in the steamer Mary by them. At a former trial there was a disagreement of the jury.

The work of rebuilding the ferry steamer Clara, at St. Clair is being pushed ahead. The deck beams are in position and the deck will be completed on Saturday. The steamer's new steel boiler will be completed next week.

Ed. Kendall has been given the contract to keep a light on the sunken schooner Sam'l. J. Tilden, in St. Clair river.

E. C. Recor and Captain Thos. Currie, have purchased of F. Herhold & Co., the steambarge Oswegatchie for $12,000. Captain Currie leaves here this week to go to Chicago to put a new boiler in her and give her general overhauling.

H. J. and E. J. Kendall sold to T. D. Alverson and Fred J. Dunford the hull of the steamer Olean now lying at Marine City for $750 cash. They will rebuild her as soon as the spring rush is over.

Dunford & Alverson, finished work on the steamer Curtis Saturday, the 26th. She is all ready to go to Marine City as soon as ice will permit.

Captain Curtis is making a steamer of his scow S. C. Curtis. He is putting in an engine, 12x12, and a new boiler to furnish all the steam he will want. She will go in the sand trade. She will have a sand pump or sand elevator.

The schooner Unadilla will be the next boat in Dunford & Alverson's drydock. The Geo. King now occupies it.

Captain George McLeod was in the city inspecting the boats at this port. He has gone to Bay City.

The barge O. F. Hall is used to transfer grain from Botsford elevator to Sarnia and Port Edwards.

The following boats have received an entire calking at the Wolverine drydock: Ida Corning, A. T. Bliss and C. H. Cahoon. The steambarge Porter Chamberlain is to be recalked and receive a new wheel as soon as she can get in the dock.

Captain John N. Stewart has charge of Mason's line. He will also do some work on his barge the Mary Birckhead. Captain Stewart is enjoying himself if he ever did.

The two drydocks are very busy at present working all the men they can get. Everything is booming.

Captain Ballentine formerly mate of the steambarge C. S. Curtis will sail the steambarge Burlington the coming season from Bay City to Cleveland. JAY.

A case of collision, which occurred in 1878 between the schooner Alice Strong and the steamer Alaska is on trial before Judge Welker in the district court.

Cleveland Block Co.,
MANUFACTURES OF
Iron Tackle Blocks
TAKING THE PLACE OF WOODEN BLOCKS FOR ALL PURPOSES.
159 River St., CLEVELAND, O.

CANVAS OIL BAGS
for use on board
Vessel and Steamer
to lessen the dangerous effects of heavy seas. Write for pamphlet.
M. H. Dodge & Co., 24 Broadway, Cleveland, O.

HISTORY OF LAKE NAVIGATION.

Written for the Marine Record.

CHAPTER LXXXIX.

The fall season of 1871 was very disastrous to shipping, many vessels going ashore, and suffering more or less damages, on account of the dense smoke which hung over the lakes during September and October, caused by the many extensive forest fires and the burning of Chicago and other western cities. This condition, in connection with severe gales, made navigation exceedingly hazardous, and not only tonnage but many lives were lost.

August 11 the schooner San Jacinto sprung aleak and sunk in Sheboygan harbor. The steamer Magnet contracted to raise her and place her in drydock at Milwaukee for $400.

August 18 the hull of the capsized schooner Stella was towed into Manistee by the tug Caroline Williams. She hailed from Racine and was bound for Pentwater, when she was overtaken by a gale. Her captain and half-owner, J. M. Raemunson, and crew of three were drowned. Everything above the deck, including cabin, was gone.

On the 20th the schooner Winfield Scott, Captain H. Faith, sprung aleak near Death's Door, and soon capsized. The crew clung to the wreck twenty-four hours until rescued by the schooner Ethan Allen. The Winfield Scott was built in Cleveland by William Jones, was 118 tons burden, and was valued at $10,000. She hailed from Chicago, and Captain Faith owned a third interest in her.

The schooner Spy, of Cheboygan, Captain William Mitchell, suffered damage to the extent of $2,000, by collision with schooner S. V. Taylor, off Waukegon.

The schooner Pierpont went ashore at Detour on the 19th. She was owned by Mr. Coburn, of Superior City. She was pulled off by the tug Leviathan and taken to Port Huron.

The old Canadian propeller Cromwell, sunk by collision in the Straits near Mackinac Island in 1857, was raised on the 28th by Captain Falcon after six weeks' work. After the propeller was raised she was towed into the harbor at Old Mackinaw by the tugs Islander and Grace Dormer. The Cromwell was sunk in seventeen fathoms of water. Her upper works were gone, but the engine was found in comparatively good condition. A clock was taken from her which had stopped at twenty minutes to one, thus designating the time of the collision. The crew of the Cromwell arrived at Mackinaw in small boats the morning after the disaster. The loss of the Cromwell was estimated at $32,000. The damage to the other colliding vessel, the schooner Jessie, is not now known. The wreck of the Cromwell was purchased by Mr. J. P. Clark, of the Detroit drydock and proved quite a good investment. The Boston Wrecking Co. raised her.

The scow Maggie, owned by Canadian parties, which went ashore near Goderich on the 4th of September, proved a total loss. She was built in Cleveland by Sanford & Moses in 1847, and was valued at $3,000.

On September 10 the propeller Michigan, of the N. T. line, sunk opposite Sister Island, six miles below Alexandria Bay. She left Ogdensburg for Toledo, with a cargo of merchandise. She was raised and repaired at the company's drydock at Ogdensburg.

The schooner Miranda went ashore on Port Austin reef on the 22d. She was owned by Captain H. L. Brown, of Detroit, and insured for $8,000.

The barges Ruby and Regulator, laden with baled hay, took fire in the Detroit river, near Fighting Island on the 22d, and were entirely consumed, with their cargoes. They were owned by Captain John Weston.

Captain Dimmick, a well known and prominent master on the lakes for thirty years, died at his residence in Buffalo on the 22d of November. He was part owner of the bark Sardinia which was his last command.

On the 19th the propeller Dictator, formerly a floating elevator, was run into and sunk by the propeller Jay Gould while lying at dock at the Manitou islands. The Dictator was 500 tons burden, owned by Lathrop & Co., of Racine, and was valued at $22,000.

On the 22d the schooner J. L. Hurd was struck by a gale near the Manitous, sprung aleak and sunk and all hands were lost except the captain, W. O. Harrison, who saved himself by clinging to a broken spar. The Hurd sailed from Chicago for Buffalo, on the 21st with a cargo of 28,000 bushels of corn. Captain Harrison's wife and child were on board. The body of the wife was washed ashore. The crew, composed of S. M. Harrison, brother of the captain, first mate; Christopher Ohlson, second mate; J. Babcock, cook, and six seamen, all perished. The Hurd was owned by Captain P. J. Ralph and John Hosmer, of Detroit, was 577 tons measurement, and was believed to be one of the stanchest vessels on the lakes. She was valued at $30,000, and insured for $22,350. Captain Harrison and his brother lived at Girard, Pa. Captain Sisson, of the propeller St. Louis, who was out in the same gale, gave a graphic account of the terrible force of the waves.

On the 27th a sailor named James Keigh, from Dublin, was drowned from the bark C. K Nims.

The schooner Miranda was picked up at an early hour on the 25th of November, near Michigan City, in a water-logged condition. She was loaded with railroad ties. As no one was seen it was supposed that she had been abandoned, but search brought to light the bodies of an elderly sailor and a boy about 17 years old. They had perished in the cabin.

The propeller Free State, of the Western Transportation Co.'s line, went ashore on Gray's shoal, on the 21 of October. Just as an expedition was about to start for her release word was received that she had gone to pieces and the task was abandoned. The Free State had been in commission fifteen years.

SANDUSKY DISTRICT.

Captain T. C. McGee, an old mariner, has compiled a list of vessels, built, owned or documented in the Sandusky district since 1822 for the MARINE RECORD. The list will be continued until all are told:

SCHOONERS.

Name.	*Where Built.*	*Y'r*	*Ton.*
Wm. Rayner	Milan	1862	296
Jura	"	1862	310
Isaac S. Nicholas	Vermillion	1862	418
E. Scoville	Huron	1861	156
Watchful	Clayton	1861	198
General Butler	Mud Creek	1862	21
Wm. Shupe	Milan	1862	318
Orphan Boy	Black River	1862	490
Sam'l G. Anderson	Rochester, N. Y.	1856	256
Trojan	Ashtabula	1862	32
Portage	Port Clinton	1862	258
Vermillion	Vermillion	1862	27
Wanderer	Sodus, N. Y.	1861	84
David Wagstaff	Vermillion	1863	408
J. O. Moss	Sandusky	1863	198
Kate Norton	Milan	1863	216
M. Stalker	"	1863	216
A. H. Moss	Vermillion	1863	421
Idaho	Milan	1863	351
Cornelia Amsden	Fremont	1863	238
Mary Ellen	Sandusky	1863	34
Atmosphere	Milan	1863	351
Thomas Swain	Conneaut	1863	36
Zouave	"	1862	28
Hubbard	Port Clinton	1856	341
Eagle	Ogdensburg	1862	113
Whittle Sea	Detroit	1856	115
Black Rover	Black River	1855	78
Amaranth	Milan	1864	330
Mary Jane	Sandusky	1864	28
Iasco	Milan	1864	105
Odd Fellow	Townsend	1864	31
Seventh Ohio	Milan	1864	173
D. Provost	Huron	1864	126
Free Mason	Black River	1857	38
Charley	Detroit	1863	45
Atlanta	Toledo	1863	267
Robert Emmet	Buffalo	1847	196
H. D. Root	Black River	1863	116
Geo. C. Drew	Avon	1848	107
Union	Sackett's	1863	37
Ironsides	Vermillion	1857	252
STEAMERS.			
Little Eastern	Detroit	1859	32
Clinton	Sandusky	1863	89
General Burnsides	"	1863	114
Philo Parsons	Detroit	1861	221
Princess	Michigan	1862	107
Lighte	Fremont	1864	120
General Grant	Sandusky	1864	152
General Sherman	"	1865	110
Ottawa	"	1865	57
BRIGS.			
Lucy Blossom	Conneaut	1846	258
STEAM TUGS.			
General Lyon	Sandusky	1862	54
P. F. Barton	Buffalo, N. Y	1853	40
O. L. Swift	"	1859	45
BARKS.			
Naiad	Huron	1863	439
John P. Marsh	Vermillion	1864	496
STEAM SCOWS.			
Milan	Milan	1864	55
Young Hickory	Sandusky	1864	59

MERITED THANKS.

The following letters from the life saving bureau at Washington explain themselves. It gratifies us to see that the department appreciate the services of volunteer life savers:

[Copy.]

OFFICE OF ASSI-TANT INSPECTOR,
11TH LIFE SAVING DISTRICT,
CHICAGO, ILL., November 20, 1886.

Mr. Chas. Burmeister:

* * * I have already represented to the department how much the service is indebted to you for valuable volunteer assistance, and will again call the chief's attention to the matter after I am more fully informed. Very respectfully,

I. H. ROGERS,
1st Lieut. U. S. Rev. Marine Ass't Inspector.

[Copy.]

TREASURY DEPARTMENT, OFFICE OF
GEN SUPT. U. S. LIFE SAVING STATION,
WASHINGTON, D. C., Feb. 19, 1887.

Charles Burmeister, Esq., Frankfort, Benzie Co., Michigan:

DEAR SIR: Lieut. I. H. Rogers, ass't inspector life saving stations, eleventh district, in his investigation reports of the disasters which occurred to the barges Menekaune and Marinette, on November 19, 1886, transmits the testimony in the case taken by you, and gives a further account of your services, in going a long distance, through woods and darkness, over wretched roads during a northwest gale of wind and snow, to apprise the Point Betsy life saving crew of the impending disasters to the vessels named.

It affords me pleasure to return thanks for your valuable services, gratuitously rendered by you, in conveying the intelligence you did to the station crew, under great difficulties and hardships, and subsequently in taking testimony.

Although the service rendered by yourself and the life saving crew was of no avail, it does not detract in the least from the noble performance of duty in the hope of rescuing human life.

Again thanking you, I am, with great respect, yours, S. I. KIMBALL,
General Superintendent.

ENGLISH POWER ON THE LAKES.

In an interview at Washington, held on Tuesday, some exceedingly interesting facts were brought forth with respect to England's past and present power on the American north-western lake sea-board. Congressman Lawler stated that a few days ago he received a letter from William W. Bates, the chief inspector of the American Inland Lloyd's Register, whose headquarters are at Buffalo. Mr. Bates is recognized as standard authority on matters of American commerce and ships, being a practical shipbuilder of great experience. Referring to Admiral Porter's recent letter, Mr. Bates says:

I send you a clipping to show what the British thought twenty-five years ago they could do with our unprotected lake cities. Now we have a smell of fish, to be followed, possibly, by a smell of powder. I want you to note how England has circumvented the treaty of Ghent, by which we have refrained from building or putting war vessels afloat on the lakes. That treaty tied us up, but England went to work to free herself by building canals in Canada, through which she could run a fleet of war vessels upon the lakes whenever the time might come to attack our defenseless cities. This has always been the course of England—to tie our hands and then go about to loosen her own. This is what she did in 1830, when we gave her full reciprocity in our foreign carrying trade. She then went to work and organized the British Lloyd's Association, to rate up her own vessels and rate ours down. Then, in 1839, she subsidized her Cunard and other lines of steamers to beat us out of our trade by the help of her treasury, and so on to the present time. The Clayton-Bulwer treaty was another trick to tie our hands. This Canadian trouble is fomented by England more than by the colonies, and there is a trick in it, as you may see by and by. Our folks are not sharp enough for England. Mr. Manning seems to have the right view.

"The clipping referred to by Mr. Bates was an editorial from the London Times, the government organ, of date January 7, 1862, in which that journal glorified itself over the terms of the treaty of Ghent, showing its advantages to Great Britain in case of war with the United States, then seriously threatened by reason of England's treachery to our government, practiced from the outset of the rebellion. The article demonstrated the exposure of Chicago, Milwaukee, and other lake ports to the ravages of English cruisers, and the entire editorial, read between the lines, was no more, no less, than chuckling over the shrewdness by which the English government had tricked us in the treaty of Ghent and placed us at a disadvantage by the subsequent construction of the Welland canal.

"I want to say a word," continued Mr. Lawler, "about the defenseless condition of the lake ports. I find upon looking up the history of the war of 1812 that the brunt of hostilities with Great Britain fell upon the lakeboard country. The British swept across the Canadian border in 1812 and captured Detroit, which was surrendered by Gen. Hull. Then followed the battle of Queenstown, and in 1813 were fought the battles of Fort George, York, Thames, Ogdensburg, Frenchtown, and Lake Erie, concluding with the burning of Buffalo. We attempted an invasion of Canada and most miserably failed.

"In 1814 we fought the battles of Chippewa, Lundy's Lane, Fort Erie, Niagara, Bridgewater, and Lake Champlain. Subsequently the battle of Baltimore was fought culminating in the capture and burning of Washington, the Federal Capital, by the British. A British fleet also ravaged the New England coast and bombarded Stonington, Ct. We are told that, in event of war with Great Britain, we would just make one mouthful of the lion and unicorn, reach out our forefinger and hook Canada in; in fact, just seize the mother country by the nape of the neck, stretch her over our lap, and administer a royal spanking! Just how this is to be done is, of course, not worth while considering, because, as the papers say, it is a case of woodchuck—we must have meat. And yet Gens. Benet and Duane, Admiral Porter, and the best civil engineers in the country say we have neither guns nor ships, nor can they be supplied in less than from two to five years. Admiral Porter, in his letter, says the Michigan is an old hulk, incapable of firing an effective gun and hardly able to keep afloat. Yes, we obtained peace by the treaty of Ghent, but at what cost? However, Gen. Jackson administered a wholesome thrashing to the British, at New Orleans after the treaty had been made."

WRECKED BY ICE.

The owners of Grosse Pointe property were called upon last week to face the cold and to witness the destruction of thousands of dollars of their property along the Lake St. Clair beach. The heavy storm of Friday night started the fields of ice from the head of the lake and about the flats. The strong northeast wind carried it across the lake to the shore, breaking it up. When it reached Grosse Pointe shore it began to pile up along the beach. It came with such force that docks, fences, boat houses and trees were torn up like reeds and carried away. All night Saturday the air was filled with the roar and crunching of breaking timber and piling ice, and morning broke upon a scene of destruction so far as beach property was concerned, but one of beauty from an artistic view. For a distance of six miles along the beach, extending east from the Grosse Pointe Club House, there were mountain ridges of ice, with some peaks lifting their heads to an immense height.

Spiles were cut off as smoothly as though the work had been done by an experienced axman, and docks were crushed like eggshells. The dock at the club house, built at an outlay of $46,000, was so wrecked that a complete rebuilding only will repair the damage done. Sixty feet of Newberry & McMillan's, dock went with a rush. T. P. Hall's dock vanished more quickly than it takes to record the fact and with it went $1,000 investment. William B. Moran's shore protections are worth from $1,500 to $2,000 less than before the disaster. It will take $15,000 or $20,000 to make good the damages.

LITERARY NOTICES.

THE CENTURY FOR MARCH.—Among the features which contribute to the individuality of the March Century are, first of all, a complete short story by Mr. Cable, entitled "Grand Pointe," being the second of his stories of the Acadian country of Louisiana. The illustrations of this story, by Mr. Kemble, are from studies from life in that region, whither he was commissioned to go by the Century for this purpose. Mr. Stockton's "Hundredth Man" reaches its fifth part. Another feature of the sort which gives individuality to the Century is "the Coinage of the Greeks," by Mr. W. J. Stillman the art-critic and connoisseur in coins. Mr. Stillman's point of view is artistic rather than archaic, and the illustrations are reproductions of the most beautiful coins in the British Museum and other noted collections. There is also a paper on "Camping out in California," by Mr. J. R. G. Hassard, of a sort which leaves the reader with a desire to repeat the author's experience. The Lincoln history enters upon a new stage of the life of its subject, the first period of his intellectual development, including the first forty years of his life and ending with his term in Congress, now having been considered. The second period of about ten years, concluding with his speech making in New York and New England, is now to be treated; and the particular topic for the present month is "The Movement for Slavery Extension." The portraits of the number are of Eli Whitney, the inventor of the cotton-gin, President Pierce, Cass, Houston, Atchison, Dixon, Aiken, Richardson, and Banks. A historical map of the United States in 1854 is also given, showing the various accessions of territory. A valuable "Open Letter" on "Lincoln's Ancestors in Virginia," with original documents, is contributed by John T. Harris, Jr., of Harrisonburg, Virginia.

The March number of Harper's Magazine opens with a quaint frontispiece by E. A. Abbey, called "The Day of Rest," representing a church scene of the last century. The leading article is a continuation of the series of papers on the great institutions of New York City. The paper on "Dwelling in Paris," by Theodore Child, is highly entertaining, and contains a dozen pictures by a French artist, Henry Dupray. "The Rivalries of Mr. Toby Gillam" is a clever Georgia story of ante-bellum days, by R. M. Johnston, capitally illustrated by A. B. Frost. Blackmore's novel, "Springhaven," is drawing to a conclusion, this instalment being next to the last part. Among the engravings is the only authentic portrait of Washington's mother, by Capt. Middleton, to which allusion is made in the course of the story. It is printed separately on plate paper. Albert F. Heard contributes a timely article on "Russia of To-day," which is specially interesting in connection with the Russian novel "Narka," by Kathleen O'Meara, of which the third part is given in this number. The second part of Mr. Howells's novel, "April Hopes," continues to delineate in masterly style the characteristics of modern Boston society. Charles Dudley Warner supplements his article of two years ago on the South by a paper entitled "The South Revisited," in which he gives the result of his observations in the recent Southern trip of "The Harper Party." The Editor's Drawer has a large fund of spicy reading, and contains two comic illustrations—one a full-page by George Du Maurier.

ST. NICHOLAS FOR MARCH is a breezy number with a long list of short stories, every one of which is bound to please somebody, and all of which ought to please everybody. It opens with a charming frontispiece illustration, by Birch, to E. S. Brook's seventh "Historic Girl," "Jacqueline of Holland." Then follow the story of a story-writer, "The Boyhood of Thomas Bailey Aldrich," by William H. Rideing, and one of Aldrich's finest poems, "The Piscataqua River." R. K. Munkittrick writes a clever sketch of a real turtle in a mock pathetic style. "A Lesson in Patriotism," "The Fairport Nine," and "A Commercial Traveler." D. H. Tribon relates how a sailor lad slid down hill in Madeira, where they never have ice or snow. Some new light is thrown by William F. Carne on that much studied subject, the boyhood of Washington; while "Paul and Nicolai in Alaska" is a characteristic story of a comparatively unknown phase of American life.

The certificate of the payment of the $400,000 capital stock of the Frontier Elevator Co. was filed with the Buffalo county clerk on Saturday.

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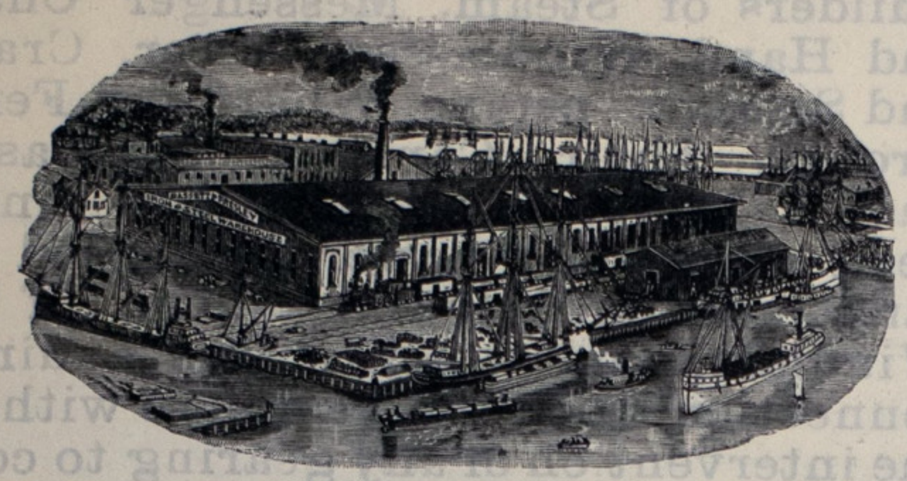

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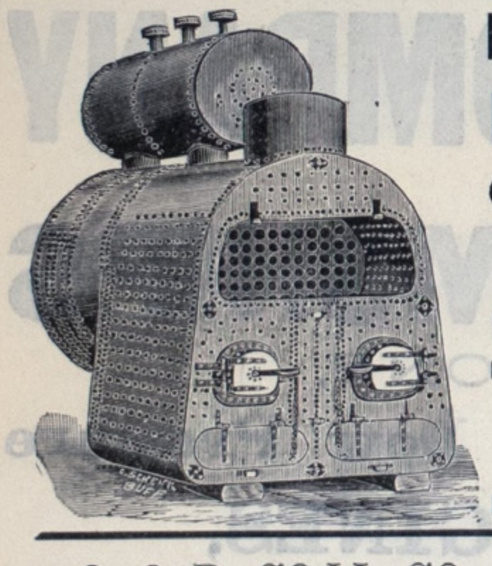

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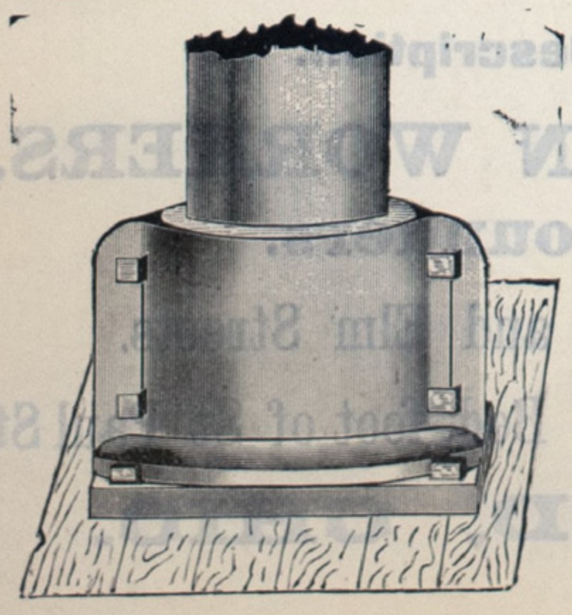

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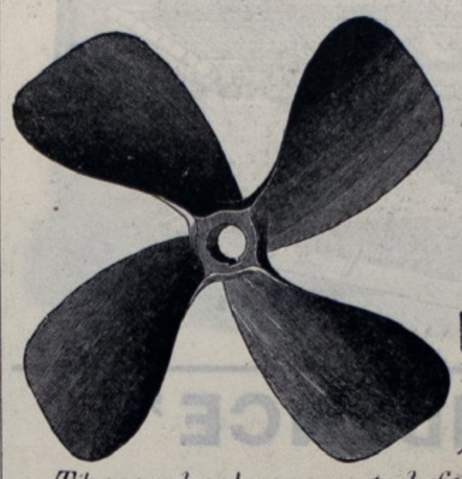

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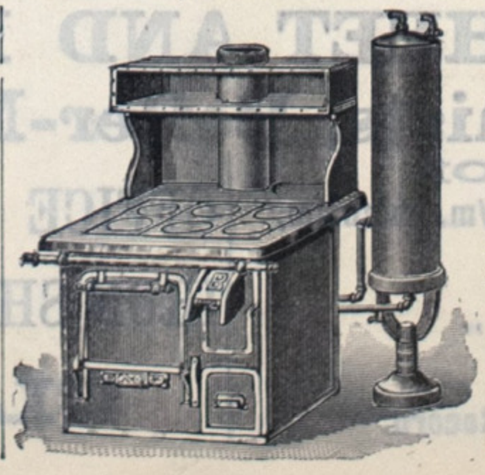

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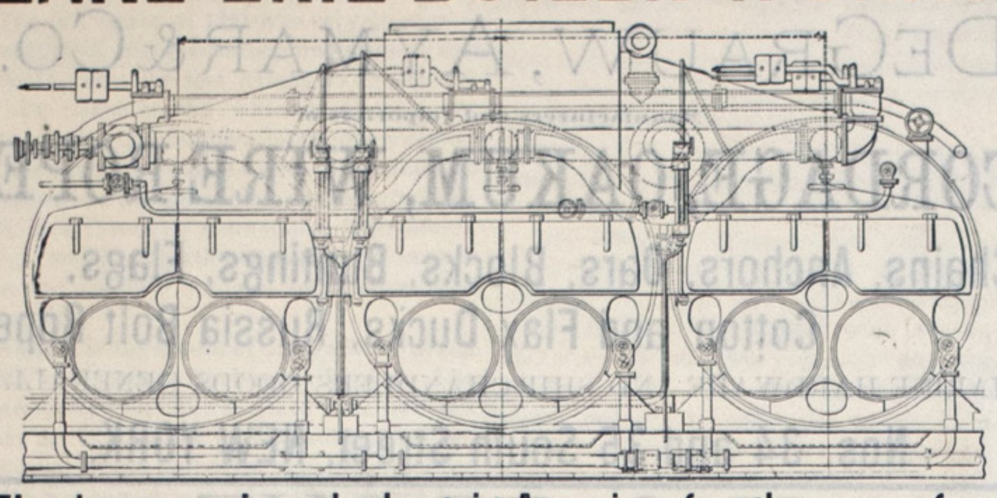

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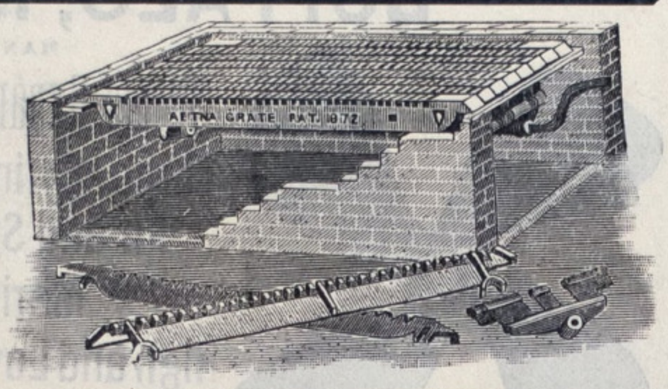

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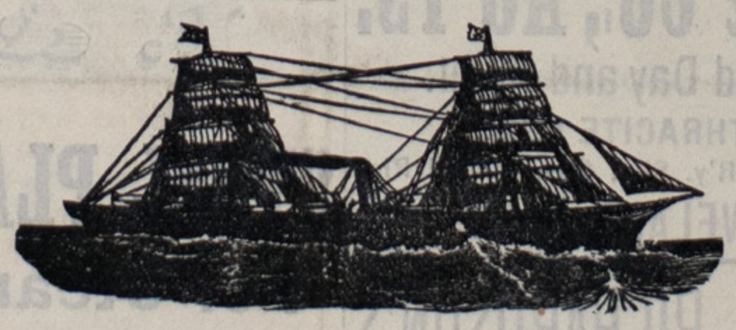

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